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ESTABLISHED 1857

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MARRIAGE.

On April 18th, at Union Church, Hongkong,
by the Rev. C. H. Hickling, assisted by the Rev.
T. W. Pearce, WILLIAM NICHOLSON to MARY
FARRER, eldest daughter of Mr. and Mrs. Alex-
ander Rodger, East Point.

DEATH.

On the 20th April, at 4 Elliot Crescent,
RUTHERFORD RUSSELL, the youngest son of the
late A. G. Aitken and Mrs. Aitken. Aged 27.
(The funeral will pass the Monument at 5.30
p.m., to-day.)HONGKONG OFFICE: 10A, DES VOGES ROAD C
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, APRIL 21st, 1908

PERHAPS the most wholesome sign for
Russia in Asia that has as yet appeared is a
recent announcement that immigrants have
been at last beginning to flow in increasing
numbers into Eastern Manchuria, and the
country about the lower Amur. The fact
has never been sufficiently understood by
other nations that in Primorsk Russia
possesses one of the most fertile districts on
the face of the earth, while Russia of the
past, with her head high up in the air
looking out for realms to overrun with her
unwieldy armies, has been too busily
occupied playing soldiers, to turn a thought
to home development. It need be scarcely
pointed out that the colonisation of these
districts was none of Russia's own seeking;
and that it has come about through no
forethought, nor intention on her part, but
actually in spite of all her efforts to the
contrary. Governor HARTMANN, a German
gentleman from Courland, who administered
the province some thirty years ago did
indeed make some advances towards
introducing agriculture and agriculturists,
but St. Petersburg quickly gave him to
understand that it was not for such pur-
poses, the coast lands had been acquired;
he was soon recalled in favour of a military
Governor, and since his time militarism has

reigned supreme. As a secondary, though
by no means foreseen result of the construc-
tion of the Siberian Railway, Siberian
farmers commenced to find their products
largely in demand; the Russian Govern-
ment saw that for her conquest of Japan
and China, which had been the sole reason
for her construction of the line of railway,
a larger army than at first was contemplated
was needed and as armies require to be fed,
and European Russia's grain resources were
earmarked to pay the interest on her
enormous debt, it became necessary to
encourage production in Siberia. So railway
and other facilities were offered, and the
settlement of Scandinavian instructors en-
couraged. On the disastrous termination of
the war with Japan, Russia found these
supplies most useful, and as freight for the
line was in her state of shattered finance a
matter of importance, the facilities before
offered for merely military purposes were
now continued for revenue. The result of
these various causes has been that agricul-
ture, and especially dairy farming, in Siberia
is becoming an important industry, very
much to the advantage of the peasant
proprietors, who find their lot incom-
parably better than that of their
fellows in the more southern governments
of European Russia. The towns, too, in
Siberia are growing rapidly, and education
there is spreading far more rapidly than in
the European provinces, so that on the
whole, even under the depressing influence
of Russian government, there is more incen-
tive to industry than on the western side
of the Urals. Under these conditions, the
Siberian has been coming to assert himself.
The country never was cursed with the
infliction of serfdom, in the first instance
because with the sparse population it was
impossible to keep the run of one's serfs,
but the fact has had the effect on the people
who are naturally more independent. It is
thus that they have in late years commenced
to settle in the extremely fertile eastern
lands, and that these settlers from mid
Siberia make much more profitable residents
than emigrants from European Russia.
Politically this is having its effect on the
government. Till the war with Japan, the
newcomers were mainly confined to Koreans,
physically fine men, but without any idea
of bettering their condition, or Chinese who
were merely temporary visitants during the
summer, returning to China with the cold
weather. The few Russians who took up
their residence were quite as ignorant as
the Koreans themselves; knew nothing of
agriculture, and were too debased for trade.
The war induced some of the more active
of the Siberians to try their luck at catering
for the wants of the army, and finding the
climate mild, and the soil productive, many
of these took to farming. These new settlers
have proved themselves far superior to their
predecessors, and momentarily, the
last few years of occupation of territory having
been checked by the result of the war and
the events succeeding it, the government of
the sea-board provinces have welcomed the
settlers who have brought an accession of
revenue. The result has been a more
commercial spirit at Vladivostok, which
has been assisted considerably by the access
of the railway bringing it more into contact
with the rest of the world.

Now no one of these things has of itself
been sufficient to bring about any vital
change in the condition of the Russian
provinces in northern Asia, yet it is not to
be denied that there has been a slightly
improved tendency, and that tendency has
been to show that Siberia, if left to work out
her own salvation, has a not inglorious
future before her, but that to develop this
rest is needed. Hitherto Siberia, and Asia
generally have been serious drags on the
finances of European Russia,—too much, in
fact, for the country to support in its im-
poverished condition. The wiser statesmen
of Russia, then, are beginning to discover
that Siberia, so far from being a burden on
the Imperial Exchequer, is really capable
of bearing her full share of the necessary
expenses of government. Gradually, but
surely then, the aspect of St. Petersburg
towards her territories in Eastern Asia
is undergoing a change, and the Imperial
Government and its satellites are coming
round to see that they can be made better
use of than simply as accessories in the
conquest of China and the terrorisation
of Japan. A few years ago the wealth of
China was the cynosure for which watered
the greedy maws of Russian statesmen;
the truth at last is beginning to dawn on
them, that the still virgin soil of Eastern
Siberia is capable of yielding a much richer
harvest to the exploiter than the already
exhausted realm of China. It is this, and
not any likelihood of binding Russia by the
most solemn of promises, that leads to our
viewing with satisfaction the recent pro-

gress of Siberia. Russia is indeed begin-
ning to discover that while her home
provinces are suffering from congestion, and
cannot much longer stand the strain to which
they have within the last three quarters of
a century been subjected through the greed
of her rulers for more territory, she has
within her own bounds, in her Eastern
territories, enough to satisfy for hundreds
of years her most exalted ambitions. One
of the great incentives to Peter the Great's
ambition was to have what he called an
outlook on Europe. The policy which this
inaugurated carried on, as it has been, with-
out judgment, has already brought the home-
lands to the brink of destruction. By an
unforeseen dispensation of Providence, while
the ruin of European Russia was proceeding
by leaps and bounds, she became possessed
in Asia of one of the finest territories on the
face of the earth; this she has at last dis-
covered, not through any wisdom on her
part, but through what at the time she
considered her greatest misfortune,—the
defeat of her overvaluing ambition for the
destruction of her neighbours. If Russia
take advantage of the opportunity thus
offered her of advancing her eastern lands,
she may yet become not only the richest,
but the most powerful and respected of
nations. This is the reason why, with the
rest of those who have studied the situation
on the spot, we welcome as a guarantee
of future peace the recent industrial ad-
vances of Eastern Siberia.

The delightful weather on Easter Monday
enabled excursionists to enjoy the holiday.The European mail via Siberia, delivered on
Sunday, brought London advices dated up to
March 26th.The "David Gillies," the new tug to replace
the Dock Company's "Robert Cooke" had its
maiden run on Sunday.The Portuguese Lilliputians gave a successful
performance of "The Belle of New York" at
the Club Lusitano last night.A coolie was on Sunday removed to hospital
suffering from injuries received through being
knocked down by an Indian policeman on a
bicycle.The "Rainbow," the flagship of the American
Admiral, saluted the port and the British
Admiral yesterday, the courtesy being acknow-
ledged by the shore battery and the "King
Alfred."The *Berlin Courier* publishes the following
telegram from Hamburg:—"The conference
lines to the Far East have decided to raise their
freight rates to Shanghai by half-a-crown from
July 1."The *Dunee Gazette* announces that a group
of English bankers is forming in London an
Anglo-Russian Bank, with the view of promot-
ing Anglo-Russian commerce and backing in-
dustrial undertakings in Russia.Yesterday the "King Alfred" was taken
into dock, Admiral Sir Hedworth Lambton
having transferred his flag to the "Alcester."
He proceeds to-day to the North and will be
followed later by the ships of the squadron.The *Gazzetta d'Italia* says that a still closer
reapprochement between Great Britain and
Russia is imminent, and France and Italy will
probably join in with a view to joint action in
the East. "The formation of such a coalition
is greatly dreaded in Berlin."The Chinese Minister at Washington has
been officially notified that the Viceroy of
Nanking has been instructed by the Imperial
Government to welcome the American battle-
ship fleet should it visit China. This has been
transmitted to the State Department, and is
considered as tantamount to an invitation.A lance corporal in the Middlesex Regiment
was brought before Mr. Wood at the Magistrate's
yesterday charged with the theft of three
dollars from a brothel in Hunghom. The girl
alleged that defendant broke open her box and
took the money. This defendant denied, and
his story being supported by a companion, the
charge was dismissed.It seems from figures just published that it
costs more to save a warship than to carry out
a military expedition. The taxpayer will have
to pay £85,000 for the salvage operations in
connection with the "Montague," which went
on the rocks at Lundy Island, while the entire
cost of the recent expedition against the Zaka
Khels is only £27,000. What is there to show
for the money? In the case of the "Montague"
£108,000 worth of material was recovered, and
surely the comparatively small sum of £27,000
is worth spending in order to secure peace on
the North-Western Frontier of India.Sentence of three months imprisonment was
passed by Mr. Kemp at the Magistrate's
yesterday upon a Chinaman for burglary at 54
Wellington Street. He had climbed up the
scalloping in front of 55, which was being
repaired, and walked along the flat roof and
entered the house stated by a door which he
broke open. He lifted a quantity of clothing
and a portmanteau but before he could get away
the owner woke up and seeing the strange man
in the room gave the alarm. The thief at-
tempted to escape by the scalloping but the
shopman and his foks shouted to a lunko
who was passing in the street. Finding himself
frustrated in his descent the burglar entered
another house by the window but the lunko
came along, and arousing the inhabitants, was
admitted and found the thief.

A permanent committee has been appointed
by the Russian Ministry of Finance consisting
of representatives of the Ministries of
Commerce, War, Finance, Public Instruction,
and Foreign Affairs to consider measures for
the introduction of instruction in Japanese in
the elementary and middle schools, and for
students voyages to Japan, by persons who are
learning Japanese to enable them by their own
efforts to perfect their knowledge of that
language.

The Journal "El Mundo" says that, accord-
ing to statements made by persons who have
recently been in Lisbon, the condition of the
wound which King Manuel sustained in the
arm on the day King Carlos and the late Crown
Prince were murdered has become so serious that
the doctors are advising the immediate amputa-
tion of the limb. The young King himself and
Queen Amelia are opposed to this course, which,
however, His Majesty's medical advisers con-
sider indispensable.

Epsom has just lost one of its oldest and most
notable inhabitants by the death, at the age of
90, of Mr. Robert Deale, who acquired more
than local fame by reason of his having seen the
Derby eighty times. The Derby last year was
the first he had not seen since he was a boy.
Mr. Deale was proud of his "Derby" record,
though apart from a desire to see this race he
took no interest in racing. He had many fine
personal qualities, and amongst his numerous
friends were Lord Rosebery and Mr. Justice
Bucknill, both of whom often called at his shop
in High-street to chat with him. Mr. Deale
was a fund of information respecting Epsom
and its races in olden days. Within the last
two years Lord Rosebery paid him several
visits, and his lordship, on achieving his third
Derby victory, sent the old gentleman a cheque
for £50. When not staying at the Durdan
Lord Rosebery caused inquiries to be constantly
made as to Mr. Deale's condition, and sent him
many gifts during his recent illness. Mr.
Deale lived in Epsom all his life, and for nearly
twenty years was connected with the local
government of the town.

TIENTSIN.

(FROM OUR CORRESPONDENT.)

April 10th.
Next month Hongkong will have a notable
visitor in the person of the Inspector-General
of the Imperial Maritime Customs, who will pass
through the Colony in the mail steamer on his
way home on leave.

In Hongkong Sir Robert will be close to
Canton, the scene of his early labours in China,
first in the British Consular service and after-
wards in the Chinese Imperial Maritime
Customs.

The recent death of Sir Nicholas O'Connor,
the British Ambassador at Constantinople, and
a fellow-countryman of Sir Robert, recalls a
fact that is perhaps not generally known. On
the death of Sir Harry Parkes, the British Mi-
nister in Peking, Sir Robert Hart was appointed
Minister in his place, and the appointment
was gazetted. But Sir Robert declined it.
There is a story of the *bon trovato* order that
Sir Robert replied that there were many
foreign Ministers in Peking, but only one
Inspector-General. As a matter of fact, it was in
deference to a special request of the Emperor
Dowager that Sir Robert remained at the head
of the Customs and did not go to the Legation.

But Sir Robert was and is an excellent
diplomatist. Just about the time referred to,
in 1884-5, he performed valuable services to the
Chinese Government in connexion with the
Franco-Chinese difficulty in Tonkin, and the
subsequent Treaty. Before that, in 1876, he
had taken a great part in the negotiations of
the Chefoo Convention.

As stated, Sir Robert Hart declined the post
of Minister to China and Korea, and for 16
months following this the late Sir Nicholas
O'Connor was Chargé d'Affaires in Peking.
Later, in 1892, Sir Nicholas returned to Peking
as Minister, and in 1895 was transferred to St.
Petersburg. It is a curious conjecture what
Sir Robert Hart's career would have been, and
what his influence upon the course of world
politics, had he accepted the position of British
Minister in 1885. If he had been in Peking
as Minister when Sir Nicholas O'Connor
was, or if he had been there during the
Sino-Japanese and Russo-Japanese Wars, as
well as during the recent period, some ten
years ago, when Germany seized Kiaochow,
Russia took Port Arthur, and Great Britain
leased Weihaiwei, would the results seen to-day
have been different as regards British interests
had Sir Robert represented his own country in
Peking?

Sir Robert Hart is credited with having
advised the Chinese Government in regard to
the recent "Tatan Maru" incident and to have
thrown the weight of his advice and influence
on the side of H.E. Yuan Shih Kai in advising
an amicable and honourable settlement with
Japan.

In Southern China there seems to be a strong
feeling against this settlement and against the
Japanese. Anti-Japanese sentiment is strong
and very widespread in the North, not only
among the Chinese but among foreigners. But
in most cases it is unreasonable, and there is a
danger that it may be pushed too far. There
are indications, however, of a reaction taking
place in this respect.

JAPAN AND FORMOSA

Mr. Byles (Salford, N.) asked the Secretary
for Foreign Affairs whether he had any official
information to the effect that the Japanese
authorities had arranged a plan to exterminate the
aboriginal population of the island of Formosa;
and, if so, whether he proposed to make any
representations to the Japanese Government on
the subject?

Sir E. Grey (Northumberland, Berwick).—I
have neither heard of any such plan, nor do I
believe in its existence.

TELEGRAMS.

(REUTERS' SERVICE.)

RUSSIA AND MACEDONIA.

London, April 18th.

The Duma have debated the Foreign esti-
mates. M. Ivolsky, referring to Macedonia,
emphasized Russia's desire not to infringe
on the Sultan's sovereignty, and not to
provoke an armed conflict as Russia needed
peace to restore her scattered energies. Sir
Edward Grey's answer to the Russian
proposal has made a final agreement
hopeful. Great Britain has dropped two
important points, namely the appointment
of a Governor General, and a reduction of
the Turkish troops.

EXECUTIONS AT CANTON.

At Canton on Saturday afternoon fourteen
men met their death in the place of public
execution. Thirteen, who had been found
guilty of robbery, were decapitated, and the
fourteenth, who was understood to have poisoned
his parents, was strangled.

LADY LUGARD.

HEALTH REQUIRES RETURN TO ENGLAND.

Although Her Excellency Lady Lugard had
been looking pale and tired and although her
recent voyage to Shanghai and back was un-
derlain in view of the unsatisfactory state
of her health, we were unprepared for the news
that the Governor's lady has been seriously ill.
We are indeed very sorry to learn that such
is the fact, and feel confident that in expressing
strong hopes for her speedy recuperation and
recovery we have the whole community with us.

We are authorised to publish the following
as the latest bulletin:

"There is now less cause for anxiety and the
doctors have ordered her home to England as
soon as she is sufficiently convalescent to
leave."

"FRUIT FROCKS."

A new evening dress is claiming the attention
of artistic women. The "bloom gown" is its
name, and the idea originated in the mind of a
well-known artist.

This idea is to simulate the bloom either on
fruit flowers by fashioning a gown of layers of
tulle.

"The scheme is not exactly new in one
sense," a West End couturier told an "Express"
representative. "The same idea was carried
out in the 'rainbow' frock, where layers of
different coloured tulle were used."

"The 'peacock' dress—another example—
was built of brilliant green chiffon under blue
tulle, but it remains for this season to introduce
the 'bloom' gown on the same lines."

"The bloom of an apricot is copied by cover-
ing white chiffon with an overdress of pink
tulle and veiling and that again with yellow
gauze or chiffon."

"The bloom of a rose can be most success-
fully copied by an overdress of silver tulle,
which is almost entirely hidden beneath layers
of rose pink chiffon, only a glint of the silver
being seen."

"The grape bloom is imitated by first a layer
of white tulle, then black, and finally dull
purple."

"These 'bloom' gowns may sound rather
eccentric, but if carried out with care the effect
is wonderful."

THE LIABILITY OF SHIPOWNERS.

Ottawa, March 23.

A case of great interest to steamship owners
was decided to-day by the Supreme Court of
Canada. It was an appeal by the Inverness
Railway and Coal Company, plaintiffs, versus
Sir Alfred Jones, trading as Eldor, Dempster,
and Company. In June, 1904, Sir Alfred Jones,
leased to William Peterson (Limited) for six
months the ship *Lake Shooce* for navigation
between Rotterdam and Canadian ports. In
July, the ship then being at Montreal, the Coal
Company supplied the vessel with coal to the
value of \$6,022 (£1,204), drawing for the amount
upon the charterers. Before the draft was paid,
Messrs. Peterson (Limited) became insolvent.
Thereupon the Coal Company sued Messrs.
Eldor, Dempster for payment and attached the
ship. The case involved interesting points in
the Quebec code, with which the Supreme Court
dealt fully. Judgment was given for Sir
Alfred Jones with costs, the decision of the
Court of King's Bench being affirmed. Leave
to appeal to the Judicial Committee will be
applied for.

ENGLISH—THE WORLD
LANGUAGE.

In spite of organised efforts to give to other
tongues, French, for instance, the lead in
international affairs, the march of the English
language around the world goes on of its own
momentum. In the "World's Work" for
March Professor H. Babbitt tells a stirring
story of this conquest. It is probable that all
countries in temperate zones will have universal
literacy by the end of the century. In this
case, even if no one read English outside its
vernacular countries, it would still hold its own
as the leading literary language. German and
French are bound to fall off relatively as
vernaculars, and this implies a falling off of
their importance as culture languages; but the
importance of English in this respect is bound
to grow. The first place among foreign
languages has been given to it in the schools
of many European and South American
countries; Mexico and Japan make it compul-
sory in all schools for upper grades, and China
is to follow Japan in this respect as soon as the
work can be organised.

The future of the English language in China
is a matter of great interest and great possibi-
lity. It is, of course, a certainty that if China
does with English what Japan is doing, all
Chinese before the end of the century will read
English. This will be, as communication im-
proves, a powerful influence, in addition to that
already existing, for increasing the use of
English in India and the rest of Asia. No
foreigner is ever likely to take the trouble to
learn the Chinese by any alphabetic system.
This will compel the Russians and the Chinese
to come with Chinese on their Asiatic border, to
use English. When Admiral Togo called on
Admiral Rojdestvensky in the hospital, they
conversed in English. This very prettily
illustrates the fact that English has reached
round the world.

LOCAL SPORT.

LUSITANO ATHLETIC SPORTS.

These sports held yesterday afternoon on the
Race Course proved very successful. There was
a large attendance of the public and in the
brilliant sunshine that prevailed the meeting
was much enjoyed. Music was discoursed by
the band of the 13th Rajputs. The sports
were well managed by the following officials:

Patron, His Excellency Sir Frederick J. D.
Lugard, K.C.M.G., C.B., D.S.O.; president Mr
J. J. Leira, vice-president Mr A. G. da Rocha,
Hon. Secretary, Mr C. de M. C. V. Ribeiro;
Hon. Treasurer, Mr A. V. Barros; Judges;
Messrs Leo, D'Almeida e Castro, J. C. Barretto,
B. M. Cunha, D. P. J. Lopes, J. D. Osmund,
C. M. P. Remedios, P. M. Remedios, M. E. da
Silva; Referee, Mr J. A. S. Alves; Handicapper,
Messrs C. M. S. Alves, C. de M. C. V. Ribeiro,
J. M. V. Remedios, O. F. Roxario, A. G. da
Rocha; starter, Mr Alves; time keeper, Mr J.
O. Remedios; Clerk of the Course, Mr J. M.
Britto; Committee—Messrs J. M. Alves,
F. F. Barretto, H. J. M. Carvalho, C. M.
Castro, A. M. Castro, A. M. da Cruz, H. Cruz,
E. J. Figueiredo, E. J. Noronha, A. F. Osmund,
S. Pinna, A. J. C. V. Ribeiro, J. A. C. V.
Ribeiro, I. Rocha, F. M. Rosa Pereira, P. da
Rosa, J. M. Victor J. T. de Silva, A. M. L.
Soares. Working Committee—Messrs F. X.
Britto, J. R. Campos, C. F. Franco, M. V.
Leon, A. A. Lopes, L. A. Ozorio, C. Pinho,
Alfredo Remedios, H. M. V. Remedios, F. A.
C. V. Ribeiro.

120 yards Flat Race, (Handicap). First
heat—1, F. B. Silva; 2, F. H. Hynd-
man. Second heat—1, F. Franco; 2, F. L.
Roza. Third heat—1, J. F. Castro; 2, L. O.
Ozorio. Final—1st (prize presented by So-
ciedade Philharmonica), J. F. Castro; 2 (prize
presented by Messrs Noronha and Co.), F.
Franco. Time, 12 4/5.

Boys' Race, 22 1/2 yards (Handicap). Open
to boys from 10 to 14 years of age. 1,
(prize presented by Mr J. M. da Rocha), H.
Sequeira; 2 (prize presented by Messrs Graça
and Co.), E. M. Castro. Time, 25 2/5.

Bicycle Race, 1 mile (Handicap). 1 (prize
presented by Messrs Barretto and Co.), J. O.
Remedios; 2, A. V. Barros. Time, 3/47.
220 yards Flat Race (Challenger Cup). 1
(prize presented by Mr T. Neres), J. F.
Castro; 2, D. A. Soares. Time, 23 4/5.

Girls' Race, 100 yards, (Handicap) Open
to girls under 10 years of age. 1 (prize
presented by Club Venatorio), P. d'Almeida
e Castro; 2 (prize presented by Messrs Graça
and Co.), G. Pinna.

Three-Legged Race, 100 yards. 1, F.
Hyndman and F. A. Barradas; 2, F. J.
Barreto and A. V. Barros.

Bicycle Race, 3 miles, (Handicap). 1
(prize presented by Oriental Hotel), A. V.
Barros; 2, J. O. Remedios. The winner, with
a start of 60 yards, finished with 400 to spare.
J. R. Pereira, the scratch man, came in ten
yards behind the third man, A. M. Neves.
Time 12-12.

Half-a-mile Flat Race, (Open to Sailors,
Soldiers, and Police). 1, Gauner Tallow;
2, Gauner Fico. There were five starters.
Time, 2-10 4/5.

220 yards flat race (championship), open to
all bona fide amateurs in the colony under the
rules of the A. A. A.

1, (prize presented by Lusitano Football Club),
Garrett; 2, J. F. Castro. Considerable
interest was manifested in this open event which
attracted the largest number of entries for any
race for adults. Castro ran his fourth race for
the day. Ten yards from the tape Garrett led
but on getting nearer Castro asserted, giving
the leader an advantage which he utilised and
finished three yards in front of Castro. Mead
was a good third. Time 23-1/3.

Boys' Race, 120 yards, (Handicap). Open
to boys under 10 years of age. 1 (prize
presented by Mr A. G. da Rocha), R. d'Almeida
e Castro; 2, Alvaro Osmund.

440 yards Flat Race (Handicap). 1
(prize presented by the Catholic Union), L.
G. Cordeiro (20 yds); 2 (prize presented by
Messrs J. C. dos Remedios and Co.), J. A. S.
Alves (40 yds). Time 53.

Sack race 50 yards. First heat—1, F. H.
Hyndman; 2, A. J. C. V. Ribeiro. Second
heat—1, J. F. Castro; 2, G. V. Barros.
Final—1, (prize presented by Mr L. M. J.
Alves), G. V. Barros; 2, J. F. Castro.

120 yards flat race handicap. 1, (prize pre-
sented by Mr J. J. Leira), S. Pinna; 2 (presented by
Mr U. J. Sequeira), I. Rocha. Time 11 sec.

Ladies Nomination. 1, (prize presented by
Mr F. B. da Silva), F. J. Barretto nominated
by Mrs Barretto; 2 (presented by Mr A. M.
L. Soares), A. J. C. V. Ribeiro nominated
by Mrs Ribeiro.

Half mile handicap. 1, (prize presented
by Messrs. Cruz Basto and Co.), F. X.
Botelho, (300 yards); 2 (presented by Mr
F. J. F. Jorge), J. M. C. Lopes (100
yards). Time 1-46. A popular win.

Team Race 220 yards—1, A. J. C. V. Ri-
beiro (capt.), F. L. Roza, J. A. Barradas, F.
Yvanovich and F. B. Silva; 2, F. H. Hynd-
man (capt.), L. G. Cordeiro, J. M. R. Pereira,
T. Pereira and M. L. Rocha.

Consolation Race, 120 yards open to all com-
petitors except those in open events—1, L. A.
Ozorio; 2, F. Roza.

Extra high weight race; 150 yards—1, F.
Soares; 2, A. A. Alves.

Lady Lugard would have attended to present
the prizes but was prevented by indisposition.
The duty was undertaken by Miss Rocha, who
was afterwards presented with a bouquet of
flowers by Mr. Leira, Mr. A. Rocha, her
brother expressed her acknowledgements.

RIFLE SHOOTING.

LEFT HALL NO. 2 CO. H.K.V.A.
The final shot of the series of Monthly Shooting competitions which the above Hall Co. have been carrying out during the winter months took place at Tai Hang range yesterday in miserable weather; the latter fact undoubtedly contributed to the poor attendance and the poor scoring. The best scores were—

	200	300	400	Hop.	Total
Gün. Anderson...	29	26	24	So.	79
Gün. Miller...	28	23	24	18	78
Bom. Scrib...	30	26	21	So.	77
C. S. M. Rodger...	31	19	18	So.	78
Lieut. Scott...	30	21	18	So.	71

The competition consisted of six monthly shoots, the four best scores (including handicaps) to count towards the aggregate for which three prizes were awarded. The best scores were—

	320	(1)
Gün. Anderson...	320	(1)
Bom. Scrib...	323	(2)
C.M.S. Rodger...	310	(3)
Capt. Skinner...	298	
Gün. Arnold...	297	
Gün. Miller...	292	
Lieut. Scott...	289	
Corp. Grimshaw...	279	
Gün. Frith...	274	

In addition to the above two prizes were awarded to the members who scored the highest number of points (handicap included) for any one shoot during the competition. Following are the highest scores—

Gun. Anderson ...	81	+	5	=	83
C. S. M. Rodger ...	80	+	3	=	83
Bom. Sorby ...	85	+	30	=	85
Gun. Arnold ...	70	+	15	=	85 (1)
Gun. Bassford ...	72	+	12	=	84 (2)
Capt. Skinner ...	83	+	sec	=	83

The first three being also winners of the aggregate prizes cannot take these prizes. The members of the Hall Company are indebted to the officers, N.C.O.'s and Mr. A. Rodger, for the prizes.

BEST TIME TO WIND A WATCH.

At the monthly meeting of the British Watch and Clock Makers' Guild, a somewhat novel question was discussed. A member said it was often asked by his customers whether it was better to wind a watch at night or in the morning.

Several members were of opinion that the winding should be done at night, as in the morning the windings would be colder and more brittle than after the watch had been carried about in the pocket all day.

Mr. Wright, the vice-president, on the other hand, thought it was decided advantage to wind up a watch in the morning. During the day time the watch was carried about and subjected to all kinds of irregular motion which it was better able to withstand when fully wound. At night the watch was usually laid on one side in a horizontal position and was at rest, as it were, therefore its running-down did not affect it so much.

This view of the case was agreed to by the majority of the members of the trade present.

CHINA'S CURRENCY.

The subject of China's currency is exercising commercial minds in India. At the recent annual meeting of the Bombay Chamber of Commerce one member (Mr. S. M. Moseley), after referring to the distracting fluctuations of exchange, said—

"The only remedy to bring about a healthy trade in our relations with China would be in my humble opinion the establishment of a gold standard in China. I admit the difficulties in accomplishing this object, but they are not insurmountable. The entire cordial now existing between us and the Chinese is such that our H. M. Government are willing to sacrifice the opium revenue of India, amounting to about six millions sterling annually, besides throwing thousands of ryots out of employment to satisfy the susceptibilities of the Chinese, and that without the slightest guarantee that the production of opium in China will be similarly curtailed. I maintain that it would be practically impossible to stop the cultivation of opium in China, as it is carried on over such vast areas of villages and fields that the Chinese Government even if they had the will would not have the power to prevent it. I hope, therefore, that in justice to our Indian taxpayers the deficit in our opium revenue will be made up by the H. M. Government. Under these circumstances I think that it is an opportune moment for our Government to approach the Chinese with a view to persuade them to appoint a financier of the stamp of Lord Cromer to take in hand and advise them as to the method of introducing a gold standard when its success will be ensured. In the first place it would be necessary to have one uniform silver currency in all China. It is immaterial whether they use taels or dollars. When that is done we know from the experience of India and Singapore what a small quantity of actual gold is required to be in circulation to establish a gold standard. A moderate amount of gold could be introduced into China for circulation by raising a gold loan sufficient for the purpose. Such an event would not only benefit the foreigner, but it would be a beneficial effect on the export of tea and silk from China. The position of silver and the sale of council bills is an unenviable one at the present time. Not many months ago the Government were busy buying silver at high prices, in pursuance of their scheme to hold six crores of rupees in reserve to meet demands which they had become accustomed to be called upon to meet at late years at short notice, and as soon as they had achieved their purpose, the main prop of the silver market was removed, and a great slump occurred bringing with it upset to China exchanges and the demoralization of our support has been obtained latterly from Mexico, Germany and America. Six crores of rupees worth of silver, at something over thirty pence per ounce, is a heavy load to carry at a time when gold is going to premium at March 31, and owing to the failure of rain, the exports this season are so small that there is a great scarcity of private bills. A fair demand exists for bank bills, and consequently there is very little inquiry for council bills, so that it looks as if council bills awaiting sale must accumulate until our exports recover, with the result that the Government are likely to be largely over-provided with silver, even apart from the special reserve of six crores. This is an unfortunate state of affairs because any embarrassment to the Government finances must affect the business community sooner or later, and the effect upon foreign exchanges will be watched with much anxiety."

PARIS.

[FROM OUR CORRESPONDENT.]

March 13th.

DEForestation.

Tree-felling has of late become a positive mania in France, and the movement now on foot to put an end to such shameful and needless destruction is likely to be crowned with success. The "Petit Journal"—which is everybody's paper in France—deserves great credit for protesting so vehemently against the present wholesale *deboisement*. Thousands of letters continue to be received by the Editor of the "Petit Journal," congratulating him for enlightening public opinion, and causing an end to be put to what is so appropriately called, national vandalism. Some parts of France are actually as "naked" as a desert, to the destruction of the inhabitants; trees are felled by thousands irrespective of their beauty, by builders who look upon such trees as absolutely useless, to be replaced as quickly as possible by imposing mansions. The Government's attention has been called to the unnecessary "slaughter of the innocents," while the Department of Forestry is accused of not paying sufficient attention to valuable trees which should, at least, not be allowed to be cut down in the ordinary way.

Again, there are many owners of *châteaux* or large mansions in France, who have all the trees on their estate cut down for two reasons: first, because they obstruct the view, and, secondly, because they are looked upon as unhealthy as vitiating the surrounding atmosphere. Owners of woods and forests in France have the latter removed for the same reason. Now, in many cases the existence of a forest is absolutely necessary as protection to the land. Forest-guards in France—who are among the worst-paid officials in the country—have of late had to complain of the extent of *saleté* committed in certain parts. Anyone found wilfully damaging trees belonging to the State, is most severely punished. One of the chief reasons why so many valuable trees are felled of late, is because, owners wish to escape paying income-tax; the less property they possess, the less they will have to pay. The older a tree is, the greater is its value; this explains why very old trees are the first to be cut down, while only a few young unimportant ones are left standing. To remedy this disgraceful state of things, the State is recommended to exempt trees from taxation, say for a period of thirty years; by so doing, the present felling-mania would cease. In Germany, the greatest care is taken of trees, the same name applies also to those in Great Britain, where only useless trees (dead wood) are pulled down, only to be replaced by a fresh supply. It has been repeatedly proved—at least in France, that as the population decreases, so do the number of trees. In other words, regions with the largest number of inhabitants, are those where trees are the most plentiful. The department of the Alps which at one time possessed a population of close upon 500,000, only has 280,000 inhabitants to-day, owing to the removal of forests &c. Old trees in every country are venerable, and should be protected as national treasures, rather than neglected or felled. The Minister of Agriculture is about to submit a scheme to M. Fallières, for the safeguarding and encouragement of forestry. Farmers are the greatest enemies of forests &c., they want the land for other purposes.

LES PÊCHERIES.

The very painful revelations which have just been made about the Brittany fishermen, who every year, leave France for Newfoundland, where they are engaged for several months, cod-fishing, call for immediate reform. A great many of the heroes are given to drinking heavily both at home, while on board, as well as in Newfoundland; this serious drawback is happily being gradually conquered; the remedy of the sardine crisis is a problem which is more difficult to solve indeed, it is as well to look upon the crisis as incurable, since despite all that has been done, the fish persist in avoiding the coast of Brittany. Cod-fishing in Newfoundland will sooner or later have to be abandoned by the Brittany fishermen because involving too many risks, and not being sufficiently profitable. In the majority of cases, as much as 1,000 francs is advanced to the fishermen before they leave; these "subs" though intended to keep their wives and children while the husbands or other male relatives are on the other side of the Atlantic, are frequently squandered before the boats sail. So little money remains that awful distress follows. It also frequently happens that on the fishermen returning home, they are heavily in debt through borrowing money, which they cannot repay back, at least, for some considerable time after. In order to secure the services of first class men the "shermen" pay them in advance, so to speak. Just lately a new plan has been tried, whereby the fishermen-sailors are paid monthly, with short advances in case of necessity; in addition to this the wives, sisters, or mothers also receive a monthly allowance while the men are away; this does away with squandering. On their return, the fishermen receive a bonus varying from 50 to 35 francs per every 1,000 codfish they bring home. This system, wherever tried, has given extreme satisfaction to both masters and men. Unfortunately, it is not easy to get the men to accept this plan—a common-sense one. The boats in which the men cross the Atlantic are, most of them, unseaworthy; though built only for a score of fishermen, as many as 80 and 100 are often to be found on board. In case of a storm, such heavily-laden boats become an easy wreck, there not being room to move about, or the proper instruments for steering or navigating. What is the use of a compass to men unable to read or write? This is why so many lives are lost during the season. On board the boats, practically everything is wanting; sleeping accommodation is of the worst description; the men have to cook and eat their food the best they can. In case of illness, nothing can be done, as there is no suitable place wherein to isolate the sick person, or give him what he needs in the way of medicines. The food on board too, leaves much to be desired, which accounts for the large quantities thrown into the sea as unfit for consumption. There is a regrettable absence of the foods which would keep. In case of a breakdown, repairs cannot be effected, because no materials are at hand; while in case of fire, the consequences are too terrible to think of—all must perish. Alcoholism, especially in Newfoundland, is the curse of the fishermen; were there less drinking, there would be fewer accidents to be deplored. The Brittany sailors and fishermen—who are such a credit to their country as a race of men—must, while there is still a chance for doing so, be saved from their perilous position. Care of their drinking habits, provide the men with suitable boots, only allow a certain number in each, cease advancing such large sums of money, look after those they leave behind, and France will have a finer race of men—who must receive proper instruction. Till then, the present deplorable state of things must be expected to continue.

EXPORTS.

M. Dabrujeaud, President of the Chamber of Commerce of Paris, reminds his countrymen that whereas at one time France was the second greatest commercial nation in the world—Great Britain being still the first—the only one occupies the fourth rank! The French export trade of late is certainly not what it ought to be, while its future, according to M. Dabrujeaud, is anything but hopeful. One fact that cannot be disputed is, that France is not the commercial nation she formerly was, nor does she seem to have truly realized the danger which is threatening her so seriously. The President, quoting from the latest official statistics, states that the amount of goods exported by France in January 1908, shows a decrease of 14 per cent, or nearly one-seventh less, compared with January 1907. This will tell—as it has told already—in the French manufacturing world. The necessity to manufacture goods less, as demands for manufactured goods decrease. This decrease in the exports of France in 1908 represents a total monetary loss to the Treasury of 52 million francs. Imports, on the other hand, increased by 571 million francs, during the same period; of this, 53 millions were spent in purchasing from foreign countries necessary materials for industry. These returns slightly compensate for the export losses. Though the American financial crisis exercised a certain influence upon French commerce, the true cause of the unsatisfactory returns, is to be found in the lack of enterprise on the part of members of the French commercial world, as compared with their more wide-awake and more business-like colleagues in other countries. Germany incessantly taking advantage of France's commercial weakness, so are other nations, though perhaps not so daringly. Having enjoyed a splendid run of commercial prosperity of late years, France believes she can afford to slacken down for a while before resuming the contest. In business, lost ground is never regained; nowadays especially.

ARMY CIGARETTE HABIT.

LORD GRENFELL "HELPS" HIS MEN TO BREAK IT.

Lord Grenfell, the Commander of the Forces in Ireland, has issued a remarkable command order to his administrative staff strongly denouncing cigarette-smoking among soldiers. Lord Grenfell hopes for the intelligent co-operation of all ranks in his endeavor to mitigate the harm done by excessive cigarette smoking, especially among younger soldiers, and in order to induce the men to relinquish the cigarette for the pipe, he has issued the following executive order—

"With a view to helping men to overcome the habit, the Commander of the Forces directs the smoking of cigarettes to be prohibited at certain times, when, on the other hand, no similar restriction as regards pipe smoking will be made."

"The smoking of cigarettes, therefore, will not be permitted when men are on fatigue or under arms on any occasion, including field operations and manoeuvres."

EARL WEMYSS'S JOKE.

The Earl of Wemyss, owner of several castles and halls and 52,100 acres of land, launched a little joke on the House of Lords yesterday in the shape of "The Land and Property Transfer Bill."

The measure is evidently intended to ridicule collectivist legislation in general and the Licensing Bill in particular. The Bill proposes to transfer all private property to a commission on the expiration of time-limit of fourteen years. It reads as follows—

"Whereas land which was the com- property of the human race, has been reclaimed from its natural wild state, acquired, and dealt with as private property, under the protection of the State:

"And whereas under this system of private ownership great evils have arisen:

"And whereas private property in trade, manufactures, and commerce has also been sanctioned under State protection, although the principle of collectivism, or the collection of votes with a view to the collection of other people's property, has been adopted by high legal authority.

"And whereas it is desirable that all the so-called instruments of production, as well as land and all Church property, should be in the hands of the Government of the day.

"Be it therefore enacted by the King's most Excellent Majesty by and with the advice and consent of the Lords Spiritual and Temporal, and Commons in this present Parliament assembled, and by the authority of the same, as follows—

"1.—Property of all kinds, now private and State property, shall at the end of fourteen years, be transferred to a permanent Commission, who shall manage and distribute the said property in the interests of government and for the public good.

"2.—This Act may be cited as the Land and Property Transfer Act, 1908."

The Bill was read a first time.

SHIPPING AND SHIPBUILDING.

WIDESPREAD DEPRESSION.

Not for many years has the outlook in the shipping industry been so unsatisfactory as it is to-day, and the worst feature of the situation is that there is no prospect of an early improvement. Shipowners are still suffering from the effects of the large number of tramp steamers ordered in the autumn of 1905, and since then the position has been accentuated by the revision of the freight tables, which added thousands of tons to the carrying capacity of our Mercantile Marine.

Throughout the greater part of last year this excess of tonnage caused freights to rule at an abnormally low level, a circumstance which, combined with an increase in the cost of working expenses, and heavy demurrage claims as the result of long detention at loading ports owing to labour troubles, has operated most unfavourably on the balance-sheets of many steamship companies. Indeed, the only good feature (and it is a hard one for shipbuilders) is that for some months there has been an absence of orders for new vessels.

The dearth of orders is naturally having its effect on the shipyards, many of which are practically out of work. Even although tempted by low offers-shipowners are refusing to place contracts, except in the case of liners and boats intended for special trades. Sir Christopher Baines, one of the greatest authorities on the subject, says: "One thing is perfectly clear to me. The depression in shipbuilding will continue until such time as the trade of the world overtakes the present steamship carrying capacity of this and other countries. There is no chance of a sufficient number of orders for new ships being given out to keep the yards of the North-East Coast and the Clyde, or either of them, more than partially employed for the next year or two."

So far as shipbuilding is concerned, it has to be noted that the whole tendency of recent legislation has been in the direction of adding to the cost of running ships. The Workmen's Compensation Act now includes seamen within its scope, and the claims which have to be met are naturally operating to the disadvantage of owners, notwithstanding the covering policies of the Protecting and Indemnity Clubs, which is the new food scale, which is now compulsory on all ships on the British Register, is also a factor of some importance. Then, with the prospect of a Mines Eight Hours Act, which it is estimated will increase the cost of bunkers by nearly two shillings a ton, shipowners may be excused for not taking an optimistic view of the situation.

The conditions are apparently little better in Germany, to judge by the dividends which are now being declared by German steamship companies. In nearly every instance they show a decrease, the one exception so far being the Hansa Line of Bremen, which is paying 8 per cent, instead of 6 per cent, for 1906. The Kosmos Line dividend is down from 14 per cent, to 9 per cent, and that of the Norddeutscher Lloyd from 8 per cent, to 5 per cent.

But the company which appears to have been most seriously hit by the conditions which obtained last year—among them being several senescent rate wars—is the Hamburg-American Line, whose gross tonnage now amounts to the enormous total of 955,742 tons. Its dividend has fallen from 10 per cent, to 6 per cent. In its annual report, which has just been issued, it is pointed out that there has been a very considerable falling-off in revenue as the result, not only of rate wars, but of an increase in working expenses owing to an extraordinary rise in the price of coal, higher wages, and strikes of seamen and labourers at Hamburg, Antwerp, Rotterdam, and New York. There was also towards the end of the year a large reduction in the volume of the emigrant traffic to the United States, while the exchange of goods between Germany and the States was similarly affected. In view of these facts the company has ordered a suspension of the building of the sister ship to the *Amerika*.

One of the remedies suggested for the existing depression is a general laying up of tonnage, but this has been found impossible to secure unanimously among shipowners on the question. Several firms have, however, adopted this expedient in connection with part of their fleet, and on the Tyne alone there are at present nearly 50 vessels of about 60,000 tons lying idle at the buoys. Of course, in this case, port charges, insurance, &c., have to be incurred, and steamers depreciate more quickly than when in service, but it is held that a temporary withdrawal from service would have an excellent effect on the freight markets. But the effect this co-operation among owners is necessary, and there is no sign, as yet, of such a movement.

RECORD LAWSUIT.

£30,000 SPENT IN PREPARATION.

A case which has in its preparation involved a sum of close upon £30,000 is engaging the attention of Mr. Justice Phillimore and a special jury in the King's Bench Division. The case may continue for another twenty or thirty days, at an estimated cost of between £500 and £600 a day.

"Wyer and another v. Lewis" is the record-breaking section in question. It involves the question of certain South African concessions, and relates with no more legal and technical difficulties than even experts have occasionally been placed in a quandary. Such a labyrinth of evidence has presented itself that a brief outline of the essential facts occupied three clear days, and another four were required to read through the voluminous documents which affect the case.

These papers have become a serious embarrassment to the court. By the third day counsel's table groaned, by the fourth every possible nook and cranny in the court was littered with them; and, by the fifth, seeing that the papers steadily accumulated, the officials in despair set aside a consultation room for their reception. Here a clerk is busily evolving order out of chaos as agreements and deeds shower upon him.

To the imposing array of counsel engaged, the case may, it is humorously suggested, be more a question of physical endurance than of legal argument. An idea of the great cost of such lengthy litigation is conveyed by the appended table:

	Counsel.	Retainer.	"Refreshment."
Sir Edward Carson, K.C.	£21,000	£100	
Mr. Rufus Isaacs, K.C.	1,000	100	
Mr. Montague Lush, K.C.	750	75	
Mr. G. F. Hohlner, K.C.	750	75	
Mr. J. G. Joseph...	400	30	
Mr. George Wallace...	400	30	
Mr. C. F. Liddy...	300	20	
Mr. B. A. Cohen...	150	10	

For daily consultations the leading counsel charge £10 10s. In addition to their other fees. The shorthand report of the proceedings costs 250 daily, and the juryman are paid a guinea a day.

TO KEEP FREE FROM COLDS DRINK

"WHISKY MACDONALDS."

"WHISKY MACDONALDS" (1 Crabbe's Ginger Wine with 1 King Edward Whisky, or Perfectio Whisky or Club Whisky) are drunk all over India to prevent Colds and to warm the cockles of the heart. Try them. Very effective for this weather.

Shooting and Picnic parties should not be without

CRABBE'S GINGER WINE.

H. PRICE & CO., LTD.

TELEPHONE No. 135.

WINE, SPIRIT & CIGAR MERCHANTS.

12, QUEEN'S ROAD CENTRAL.

Hongkong, 21st April, 1908.

£4,000,000 CRASH.

ARREST OF PARIS FINANCIER.

A financial crash which bids fair to make a sensation only second to the Humbert scandal has been suddenly revealed by the arrest in Paris (says a telegram to the "Morning Leader") of M. Henri Rochette, a young banker, who has had a meteoric career, and has been handling millions. A deficiency of £4,000,000 is the general estimate of the banker's liability.

M. Henri Rochette, promoted by him under such titles as the General Mining and Industrial Credit Company, the Lyons Coal Mines, the Mining Syndicate, the Island and Morocco Fisheries Company, and the Franco-Spanish Bank. He also had a financial organ, "Le Financier."

The bail appears to have been set rolling by M. Gadot, an engineer, and the inventor of a water meter, who lodged a complaint against the banker wherein he undertakes to prove that M. Rochette, by means of savings of more than £2,400,000, that his companies are fraudulently constituted, and that by means of the same he had induced him (the complainant) to entrust him with the exploiting of his invention in order to found a company called the Franco-Belgian Union, ostensibly to work the invention, but in reality in order to make a new issue of shares.

At the present moment, he says, the Franco-Spanish Bank is making a huge loss of £800,000. The celebrated *Mine*, *Hambert*, he continues, had cost him to raise new loans to pay the interest on debts previously contracted. In just the same way M. Rochette had to keep up a constant stream of new issues, the proceeds of which served to pay the dividends on the earlier ones, and the organising of skilful advertisements intended to hoodwink the most wary.

After the usual formal examination the prisoner was committed to the Prison de la Santé on the threefold charge of swindling, theft, and abuse of confidence. During the day the police searched 53 provincial and Paris agencies of M. Rochette's banks.

Later in the day complaints began to accumulate. One of these is alleged to have decided the question as to whether the financier should be incarcerated or not. It came from the president of the council of administration of an important Paris journal.

A few days ago the shareholders of the paper in question received a circular informing them that its position and management were bad, and advising them to get rid of their shares, even at a loss. Now it is alleged that the authors of the circular are the directors of one of the enterprises floated by M. Rochette, which causes no little anxiety to him.

One of the last operations carried out by M. Rochette and one of the most important is said to have been the floating in London, according to English law, of a company which was then presented as preference shares at 25 francs, or £1 per share. These shares rose rapidly, only to come down with a run.

M. Rochette enjoyed, it is needless to say, a brilliant reputation as a successful financier. His reputation seemed to be justified for he had risen from obscurity with extraordinary rapidity. His boyan life as a boy at the Malin station, he started for Paris and entered a firm trading, but it is held that a temporary withdrawal from service would have an excellent effect on the freight markets. But the effect this co-operation among owners is necessary, and there is no sign, as yet, of such a movement.

Soon afterwards he founded the Mining Credit Society, being backed by M. de F. From that moment his operations in mines, gas, incandescent burners, etc., increased daily, and before he was 30 he was handling millions. M. Rochette is only 32 years of age, and is married.

Great rejoicing is observed in financial circles as to the possible consequences of this crash, which will hit heavily certain intermediary banks. The Mining Credit Company's operations were carried out by medium tout, who canvassed every quarter and every house in Paris, seeking the small investor.

It is alleged that M. Rochette took up worked-out mines in Belgium, France, and Spain, and caused reports to be published by interested engineers as to their productive possibilities.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report—

On the 20th at 11.55 a.m.—The barometer has risen moderately over Japan, and fallen slightly on the E. coast of China. Pressure remains high over Japan. Gradients are easier over S. China, and moderate N.E. and E. winds may be expected in the Formosa Channel and along the northern shores of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.19 inches.

The forecast for the 24 hours ending at noon to-day is as follows—

	N.E. and E. winds; fair.
Hongkong & Neighbourhood	Same as No. 1.
Formosa Channel	Same as No. 1.
South coast of China	Same as No. 1.
Hongkong and Lantau	Same as No. 1.
South coast of China between	Same as No. 1.
Hongkong and Hainan	Same as No. 1.

How to be BEAUTIFUL—Keep your complexion, Mrs. Ellen's Crème, Charmante, Lait, Charmant and Special Skin Tonic and Poudre. Charment will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents 622

SUFFERING WAS BEYOND WORDS

Eczema Spread All Over His Body—Not a Minute's Comfort in Sixteen Months—Constantly Experimented With Remedies, but Even the Doctor's Treatment Failed—Writer Pronounces the

CUTICURA REMEDIES OF MARVELOUS POWER

"A gentleman, who is a near relative of mine, has suffered terribly with eczema. The trouble started in the form of little white pimples on the hands. These pimples would burst and become sore. The irritation was very great at all times, and sometimes almost unbearable. He tried various remedies from the first, but nothing seemed to do him the least good. Still, he kept persevering with all the remedies he heard of or read of. As his condition gradually became worse under these trials, he decided to go to a doctor. The doctor put him under a treatment, and he persisted with it for some time without the least sign of a permanent cure. He was almost despairing. No sooner had one sore healed than others came. From being only on the hands, the disease spread until his whole body was affected. His wrists, elbows, and back were worst, and were covered almost herewith. The pain he suffered is beyond words. His work necessitated placing his hands in water a great deal, and the water seemed to aggravate the trouble. After the doctor's treatment failed, my relative again resorted to other remedies, with the same disastrous result, and in this way sixteen months dragged by. During this time I can truthfully say that he did not have a minute's comfort. His case having become so serious, you can imagine how thankful I should say that he found that he had the right remedy in Cuticura. Had he started with Cuticura Remedies at first he would have saved himself untold trouble and expense. He followed the directions carefully and the improvement was most marked from day to day. He derived great comfort from the very first, and I should say that within a month the disease was perfectly eradicated, and his skin is as clear as it ever was. I pronounce Cuticura Remedies to be a truly marvelous power. Mrs. E. Spalding, 1424, Dennett Rd., W. Croydon, nr. London, Nov. 20, 1906."

A single box of Cuticura Remedies often cures. Get them from the nearest Dispensary, or from Cuticura Remedy Co., Ltd., 5, Rue de la Paix, Paris. Write for free literature. Cuticura Book on the skin.

PRINCE VON BUELOW SPEAKS.

Prince von Buelow made his expected speech on the Estimates in the German Reichstag. Special interest was taken in his references to England. He said—

"This defensive character of the German naval program and policy could not be emphasised sharply enough or frequently enough in view of the incessant attempts to impute to Germany aggressive designs and plans against England. 'We wish,' the Chancellor proceeded, 'to live in quiet and peace with England, and therefore we feel it bitterly when a section of English publicists again speaks of the German danger, though the British fleet several times outnumber ours, and though other countries possess stronger fleets than ours, and are more powerful at sea than we are. In spite of this, Germany always Germany—against whom public opinion in England is stirred by a reckless and malicious polemic. (Hear, hear.)"

"It would be in the interests of appeasement between the two countries, and therefore in the interests of universal appeasement, if the polemic were to cease. Just as we do not dispute England's right to adopt for her fleet that standard which she deems necessary for the maintenance of the British Empire, so no one can take it ill of us when we regard as a challenge to England. (Hear, hear.)"

"In connection with these statements we consider the Emperor's letter to Lord Tweedmouth, in which one gentleman speaks to another, and the fact that the Emperor prizes most highly the honor of his rank as Admiral of the Fleet in the British Navy, and that he is a great admirer of British education, of the British navy, and the British people, then we obtain a perfectly correct idea of the tone, tendency, and contents of the letter."

"It would have been a matter of great regret if the intentions of the letter had been misunderstood in England. I have, however, the satisfaction to state that such attempts at misconstruction have almost unanimously been repudiated in England. (Cheers.) The dignified manner in which this question has been treated by Parliament—a fact to which reference was made at the beginning of my speech—will contribute most effectively to avert all disturbance of the friendly relations between Great Britain and Germany and to remove all hostile points from the discussion of the incident." (Cheers.)

LATEST STEAMER MOVEMENTS.

The str. *Rubi* left Manila on Saturday afternoon, the 18th inst, and is due here to-day at daylight.

The Chargeurs Reunis Co.'s str. *Amiral Duperré*, from Antwerp, Damkirk, Genoa and Singapore, is expected to arrive here to-morrow.

The P. & O. str. *Sumatra* left Singapore for this port on the 18th inst, at 8 p.m.

NOTICES.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c. should be addressed to the Daily Press only, and special business matters to the Managers.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent to before 11 a.m. on day of publication, after that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Press, Code: A.B.C., 5th St. Lieber's.

P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

NOTICE TO CONSIGNEES.

FROM SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship

"JAPAN," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & CO., LTD., Agents.

Hongkong, 20th April, 1908. 743

NOTICE TO CONSIGNEES.

FROM SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APCAR," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense.

Cargo remaining on board after 4 p.m. of the 22nd inst., will be landed at Consignees' risk and expense.

Consignees of cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their goods from alongside, such cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & CO., LTD., Agents.

Hongkong, 20th April, 1908. 744

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

THE Company's Steamship

"KANAGAWA MARU," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-day.

Goods not cleared by the 23rd inst., will be subject to rent.

Damaged packages must be left in the Godown for examination by the Consignee and the Co.'s representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA, Agents.

Hongkong, 17th April, 1908. 745

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA, KOBE AND SHANGHAI.

THE Company's Steamship

"PERSIA," having arrived, Consignees of Cargo are hereby informed that Goods will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Undersigned before Noon on the 25th inst., or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 2nd inst., will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.

Hongkong, 18th April, 1908. 3

AMERICAN ASIATIC S.S. COMPANY.

NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ CANAL.

THE Steamship

"ST. DUNSTON," Captain W. Jones, having arrived from the above Ports, Consignees of cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company Limited, Kowloon and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th inst. will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on MONDAY, the 27th inst. at 3 p.m.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by SHEWAN TOMES & CO., General Agents.

Hongkong, 30th April, 1908. 746

NEW ADVERTISEMENT

THE RUSSIAN VOLUNTEER FLEET.

FOR ODESSA.

THE Steamship

"VORONEJ," will leave on or about the end of June.

For Freight apply to MELCHERS & CO., Agents.

Hongkong, 21st April, 1908. 748

INTIMATIONS

HONGKONG CLUB.

NOTICE.

THE TWENTY-SECOND YEARLY GENERAL MEETING of the Members of the Hongkong Club will be held in the Club House TO-MORROW (WEDNESDAY), the 22nd April, 1908, at 5.15 p.m.

By Order, C. H. GRACE, Secretary.

Hongkong, 9th April, 1908. 686

HONGKONG CLUB.

NOTICE.

AN EXTRAORDINARY GENERAL MEETING of the Members of the Hongkong Club will be held in the Club House TO-MORROW (WEDNESDAY), the 22nd April, 1908, at 5.30 p.m. for the purpose set forth in the Notice posted in the Hall of the Club.

By Order, C. H. GRACE, Secretary.

Hongkong, 9th April, 1908. 687

HONGKONG JOCKEY CLUB.

NOTICE.

THE HALF-YEARLY MEETING of the above Club will be held on SATURDAY, the 25th April, at 12.30 p.m., at the Office of the Jockey Club on the ground floor of the Hongkong Club Annex, Chater Road.

By Order, T. F. HOUGH, Clerk of the Course.

Hongkong, 11th April, 1908. 699

NOTICE.

THE FOURTEENTH ANNUAL DINNER of the Hongkong Football Club will be held on SATURDAY, April 25th, at 7.45 p.m. at the Hongkong Hotel. Members wishing to attend should early notify the Hon. Secretary.

H. L. O. GARRETT, Hon. Sec., H.K.F.C.

Hongkong, 17th April, 1908. 731

MAGISTRACY.

IT IS HEREBY NOTIFIED that a MEETING of His Majesty's Justices of the Peace will be held at the Magistracy, at 2.15 p.m. on MONDAY, the 27th April, 1908, for the purpose of considering the following application under the Liquor Licences Ordinance, 1898, (Ordinance No. 8 of 1898), viz.

To transfer from one L. M. LOBO to JOHN ELVIN BARKER the Public License to sell by retail intoxicating liquors on premises numbered 148 and 150, Queen's Road Central, and 99 and 101, Wellington Street, under the sign of "THE STAG HOTEL."

J. H. KEMP, Police Magistrate.

Hongkong, 16th April, 1908. 722

S. IEN FING.

SURGEON DENTIST.

No. 10, D'ARVILLE STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 21st September, 1905. 575

IF YOU REQUIRE

ARTISTIC PICTORIAL POSTCARDS

POSTCARD PAINTING BOOKS.

STAMP, BIRTHDAY AND POSTCARD ALBUMS,

Mechanical Animals, Art Relief Novelties.

POSTAGE STAMPS

in Bags, Packets, Sets, &c. &c.

AND

All other Philatelic Goods

CALL AT—

GRACE & CO., Hongkong Hotel Corridor.

Hongkong, 1st January, 1908. 645

SINGON & CO.

IRON, STEEL, METAL AND HARDWARE MERCHANTS. Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers, General Storekeepers and Shipchandlers. 35 & 37, HING LOON STREET, (2nd Street, west of Central Market) Telephone No. 515. 665

By Order of the Board of Directors, C. MONTAGUE EDE, Secretary.

Hongkong, 27th March, 1908. 614

THE NINETEENTH ORDINARY ANNUAL MEETING of Shareholders in the Company will be held in the Office of the General Managers, St. George's Building, Victoria, on SATURDAY, 25th April, 1908, at 11 o'clock a.m. for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1907, declaring a Dividend and electing Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from SATURDAY, 18th April, until SATURDAY, 25th April, both days inclusive.

By Order of the Board of Directors, SHEWAN, TOMES & CO., General Managers.

Hongkong, 11th April, 1908. 698

THE HONGKONG ELECTRIC CO., LTD.

NOTICE IS HEREBY GIVEN that the NINETEENTH ORDINARY GENERAL MEETING of the Shareholders will be held at the Company's Office, St. George's Building, on SATURDAY, the 2nd May, at 2 o'clock, Noon, for the purpose of presenting the Report of the Directors, together with a Statement of Accounts to 29th February, 1908, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from 18th April to 2nd May, both days inclusive.

By Order of the Board of Directors, GIBB, LIVINGSTON & CO., Agents.

Hongkong, 14th April, 1908. 711

THE DIRECTORY AND CHRONICLE

FOR 1908

IS NOW ON SALE.

Copies may be obtained at the "Hongkong Daily Press" Office or from Booksellers throughout the Far East.

Hongkong, 15th February, 1908. 383

AUCTION.

PUBLIC AUCTION.

THE REGISTAR, SUPREME COURT, to sell by Public Auction.

TO-DAY (TUESDAY),

this 21st April, 1908, at 11 a.m., at their Sales Rooms, No. 8, Des Voeux Road Central, and at 2.30 p.m., at No. 39, Queen's Road Central,

THE GOODS AND CHATTELS OF THE TAI YIK TRADING FIRM,

Comprising: TEAKWOOD WARDROBES with Bevelled-Glass, VERMANTELS, TEAKWOOD EXTENSION DINING TABLE and CHAIRS, LEATHER COVERED SOFAS, DINNER WAGGONS, GLASS and CROCKERY WARE, ORNAMENTS, FILTERS, &c. &c.

TERMS:—As usual.

HUGHES & HOUGH, Government Auctioneers.

Hongkong, 17th April, 1908. 735

NOTICES OF FIRMS

THE CHINA-BORNEO CO., LIMITED.

NOTICE.

DURING my Temporary Absence from the Colony, Mr. W. D. JUPP will act as GENERAL MANAGER of the Company.

By Order of the Consulting Committee, THE CHINA-BORNEO CO., LTD., J. WHEELEY, General Manager.

Hongkong, 20th April, 1908. 739

NOTICE.

MR. SIDNEY MICHAEL is authorised to SIGN the Name of our Firm, per procuration from this Date.

J. R. MICHAEL & CO., Hongkong, 15th April, 1908. 717

NOTICE.

THE Interest and Responsibility of Mr. JAMES ORANGE in our Firm CEASED This Day.

LEIGH & ORANGE, Hongkong, 31st March, 1908. 635

NOTICE.

MR. ALBERT EDWIN GRIFFIN, Assoc. M. Inst. C.E., is from May 1st, 1908, admitted a PARTNER in our Firm, which will continue to carry on the business of Civil Engineers, Architects and Surveyors as heretofore, under the style of "Leigh & Orange."

LEIGH & ORANGE, Hongkong, 31st March, 1908. 636

PUBLIC COMPANIES

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the THIRTY-FIFTH ORDINARY YEARLY MEETING of the Society will be held at its Head Office, No. 2, Queen's Buildings, Hongkong, on THURSDAY, the 23rd April, 1908, at Noon, for the purpose of receiving the Report of the Directors together with the Statements of Accounts to 31st December, 1907, and of declaring Dividends, &c.

The TRANSFER BOOKS of the Society will be CLOSED from the 13th April to the 23rd April, both days inclusive.

By Order of the Board, C. MONTAGUE EDE, Secretary.

Hongkong, 27th March, 1908. 618

THE CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FORTY-SECOND ORDINARY MEETING of SHAREHOLDERS in the above Company will be held at the Head Office, No. 2, Queen's Buildings, Hongkong, on THURSDAY, the 23rd April, 1908, at 12.30 p.m. for the purpose of receiving the Report of the Directors together with the Statements of Accounts to 31st December, 1907, and of declaring Dividends.

The TRANSFER BOOKS of the Company will be CLOSED from the 9th April to the 23rd April, both days inclusive.

By Order of the Board of Directors, C. MONTAGUE EDE, Secretary.

Hongkong, 27th March, 1908. 614

GREEN ISLAND CEMENT CO., LTD.

THE NINETEENTH ORDINARY ANNUAL MEETING of Shareholders in the Company will be held in the Office of the General Managers, St. George's Building, Victoria, on SATURDAY, 25th April, 1908, at 11 o'clock a.m. for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1907, declaring a Dividend and electing Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from 18th April to 2nd May, both days inclusive.

By Order of the Board of Directors, SHEWAN, TOMES & CO., General Managers.

Hongkong, 11th April, 1908. 698

THE HONGKONG ELECTRIC CO., LTD.

NOTICE IS HEREBY GIVEN that the NINETEENTH ORDINARY GENERAL MEETING of the Shareholders will be held at the Company's Office, St. George's Building, on SATURDAY, the 2nd May, at 2 o'clock, Noon, for the purpose of presenting the Report of the Directors, together with a Statement of Accounts to 29th February, 1908, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from 18th April to 2nd May, both days inclusive.

By Order of the Board of Directors, GIBB, LIVINGSTON & CO., Agents.

Hongkong, 14th April, 1908. 711

NOTICES TO CONSIGNEES

"SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM MIDDLESBORO, ANTWERP, LONDON AND STRAITS.

THE Steamship

"DENBIGHSHIRE," Captain Hall, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 21st inst., at 3 p.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & CO., Agents.

Hongkong, 15th April, 1908. 724

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer.

"OCEANA," FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, Calcutta, &c. &c. India.

From P. & O. S. N. Co.'s Steamer.

Optional goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 22nd inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godown for examination by the Consignee and the Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the goods have left the Godowns.

F. J. ABBOTT, Acting Superintendent.

Hongkong, 15th April, 1908. 711

AMERICAN & MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ CANAL.

THE Steamship

"SWAZI," Captain MacKenzie, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company Limited, Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, the 22nd inst., at 3 p.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & CO., General Agents.

Hongkong, 16th April, 1908. 727

NOTICE TO CONSIGNEES.

THE H.A.L. Steamship

"SENEGAMBIA," Captain Eekhorn, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-day.

Any Cargo impeding the discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd inst., at 3 p.m.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE, Hongkong Office.

Hongkong, 17th April, 1908. 738

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAUD, SUEZ, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Company's Steamship

"CHINA," having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained.

The Steamer brings Cargo from Shanghai, Hongkong, &c. &c.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Undersigned before Noon on the 23rd inst., or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 23rd inst., will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.

TO LET

LARGE OFFICE ROOM on First Floor of No. 18, DES VŒUX ROAD. Apply to—**FRED. BORNEMANN**, No. 16, Des Vœux Road Central. Hongkong, 23rd January, 1908. 144

TO LET

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, DES VŒUX ROAD CENTRAL, (formerly occupied by Messrs. SHEWAN, TOMES & Co.) Apply to—**THE COMPADORE DEPT.**, JARDINE, MATHESON & Co. Ltd., Connaught Road Central. Hongkong, 25th February, 1908. 299

TO LET

"GLENWOOD" GARDENS, suitable for a Boarding house or Club. Containing 26 Rooms. No. 1, COLLEGE GARDENS, Parkside, For 5 or 6 Months, cheap rental. OFFICES in Bank Buildings, Top Floor, From 1st July, 1908. No. 8, BELLILIOS TERRACE, 1st Row Corner House. BEACONSFIELD ARCADE, Fine Offices and Dwelling Rooms. No. 15, QUEEN'S ROAD CENTRAL, Top Floor, (over Caldwell MacGregor). OFFICES in Queen's Road Central. BELLILIOS TERRACE HOUSES, ROBINSON ROAD. No. 3, DUDDELL STREET Shop. No. 2, DES VŒUX VILLAS (PARK). No. 57, PRAYA GRANDE, Macao. Apply to—**LINSTEAD & DAVIS**, 3rd Floor, Alexandra Buildings. Hongkong, 13th April, 1908. 189

TO LET

FIRST Class European Houses, Lochiel Terrace and Humphreys Avenue, Kowloon. Apply to—**TAM TSZ KONG**, Care of Hip On Insurance, Exchange and Loan Co., Ltd., 42, Bonham Strand, West. Hongkong, 1st October, 1907. 94

TO LET

4 and 5-ROOMED HOUSES in Kowloon. Apply to—**HUMPHREYS ESTATE & FINANCE CO., LTD.** Hongkong, 2nd April, 1908. 645

TO LET

COMMODIOUS SHOP in Des Vœux Road Central, Hongkong. Immediate possession. Moderate rentals. Apply to—**HUMPHREYS ESTATE & FINANCE CO., LTD.** Hongkong, 2nd April, 1908. 645

TO LET

PARKSIDE, Kowloon, 7 Rooms. Immediate Possession. Apply to—**THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.** Hongkong, 15th April, 1908. 718

TO LET

N.O. 4, BARROW TERRACE, Kowloon, Cheap Rental. Apply to—**SPANISH PROCURATION**. Hongkong, 2nd April, 1908. 656

TO LET

IMMEDIATE POSSESSION. GODOWN at Davies Street, Kennedy Town, lately occupied by the STANDARD OIL COMPANY. Apply to—**CHATER & MODY**. Hongkong, 24th March, 1908. 602

TO LET

HOUSE in KENNEDY ROAD, Healthy Locality. FOUR-ROOMED HOUSE in Morrison Hill Gap Road, Suitable for Married Couple with Small Family. Rents low. EUROPEAN FLATS in "WILD DELL BUILDINGS". Rents low. No. 9, "WILD DELL BUILDINGS". Large and airy Godown within easy access of the water front. Apply to—**PERCY SMITH & SETH**, Accountants & Auditors, &c., 34, Queen's Road Central. Hongkong, 14th April, 1908. 700

TO LET

ONE FOUR-ROOMED HOUSE at Praya East, near East Point. Apply to—**JARDINE, MATHESON & Co. Ltd.** Hongkong, 23rd March, 1908. 95

TO LET

"FAIRVIEW" No. 1, Robinson Road, Hongkong, 6 big Rooms, nice view of harbour. Apply to—**Messrs. J. ULLMANN & Co.**, 34, Queen's Road. Hongkong, 1st April, 1908. 382

TO LET

N.O. 27, 31 and 33, SEYMOUR ROAD. Apply to—**SAM WANG CO. LTD.**, 81, Queen's Road Central. Hongkong, 27th November, 1907. 190

TO LET

OFFICES in ALEXANDRA BUILDINGS. Apply to—**SECRETARY**, A.S. Watson & Co. Limited. Hongkong, 23rd April, 1907. 191

TO LET

N.O. 2, MACDONNELL ROAD. Apply to—**COMPADORE'S DEPARTMENT**, Nippon Yusen Kaisha. Hongkong, 3rd June, 1906. 188

TO LET

CHAMBERS in No. 2, WYNDHAM STREET, Moderate Rent. One ROOM with Verandah and Small Room on the Second Floor of No. 8, Des Vœux Road Central, above Bar Office, Suitable for business premises or dwellings. First Floor of No. 6, Queen's Road Central, comprising Six Large Rooms and Outhouses, suitable for business Premises or Dwellings, now occupied by FRED. BORNEMANN. Apply to—**DAVID SASSOON & Co. Ltd.** Hongkong, 7th April, 1908. 96

TO LET

OFFICES on Top Floor No. 2, Connaught Road, facing the Cricket Ground. HOUSES in Wang Kuo Chong Road. 1st Floor, No. 10, DES VŒUX ROAD CENTRAL. "HATHERLEIGH," Conduit Road. OFFICES in YOLKE BUILDING. GODOWNS in PRAYA EAST, BLUE BUILDINGS and No. 16B, Des Vœux Road next to the HONGKONG HOTEL. FLATS in MORRISON TERRACE. Apply to—**THE HONGKONG LAND INVESTMENT & AGENCY CO. LTD.** Hongkong, 1st April, 1908. 86

TO LET

EITHER Side of the DOUGLAS WREATH. Terms on Application to—**DOUGLAS LAPIRAK & CO.** General Managers. DOUGLAS STEAMSHIP CO. LTD. Hongkong, 31st March, 1908. 637

TO LET

THE ROOMS on the first floor of No. 34, QUEEN'S ROAD CENTRAL, (opposite the General Post Office). The Rooms are light, spacious and well ventilated. Very moderate rent. Immediate Possession. Apply to—**YEE SANG EAT & CO** Same address. Hongkong, 25th January, 1907. 270

TO LET

KOWLOON MARINE LOT 48, Yaumatei. Area 85,200 square feet and with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c. Apply to—**HUMPHREYS ESTATE & FINANCE CO., LTD.** Hongkong, 18th January, 1908. 221

TO LET

A HOUSE in KNOTSFORD TERRACE KOWLOON. No. 2, CANTON VILLAS. Apply to—**THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.** Hongkong, 1st April, 1908. 185

TO LET

MARTIN'S APIOL & STEEL PILLS A French Remedy for all Irritations. Thousands of Ladies keep a box of Martin's Pills in the house, in that on the first sign of any irregularity of the System, a timely dose may be administered. Those who use them recommend them, because they cure all ailments of the System, or give free of charge. MARTIN, Chemist, SOUTHAMPTON, ENGLAND.

TO LET

THORNE'S OLD VAT PER CASE \$15. THIS VAT WAS STARTED BY THE LATE ROBERT THORNE OF GREENOCK AND HAS BEEN SOLD AS HIS SINCE 1831.

TO LET

SCOTCH WHISKY. SOLE AGENTS IN HONG KONG, CHINA & MANILLA. A.S. WATSON & CO. LTD. As Supplied to the House of Commons.

TO LET

MITSU BISHI GOSH KAISHA (MITSU BISHI CO.) COAL DEPARTMENT MARUNO-UCHI, TOKYO. Cable Address, "IWASAKI," which applies to all Branch Offices. AI, ABC 5th Ed., Western Union Codes used. All Letters to be Addressed to: MANAGER, MITSU BISHI Co. BRANCH OFFICES: NAGASAKI, MOJI, KOBE, KARATSU, SHANGHAI, HONGKONG, & HANKOW. AGENTS: YOKOHAMA: M. ASADA, Esq. CHINKIANG: Messrs. GEARING & Co. MANILA: Messrs. MACDONNELL & Co. SOLE PROPRIETORS of Takashima, Ochi, Namazuta, Shinnew, and Hojo Collieries. Sole Agents for MIYAO and KISHIDAKE COALS. T. MATSUKI, Manager, Hongkong, 114, No. 2, Pedder Street.

TO LET

BRITISH COLUMBIA AND THE ASIATICS. "THE GAME OF POLITICS." Victoria (B. C.), March 1.

TO LET

The anti-Japanese sentiment in British Columbia, common to other parts of the Pacific Coast, which bids fair in the future to result in events of no small moment, has been brought to light again during the past few days in consequence of the enactment and attempted enforcement of the Immigration Act passed by the British Columbia Government—similar to that to the Natal Act, which provides for an educational test for immigrants, who are submitted to a slight examination and refused permission to land if they cannot write or read in English or some other European language. The Act was, however, never meant to be enforced; it was part of the game of politics as played in British Columbia. Following the rioting at Vancouver, politicians were quick to see that the approval of the masses was best obtained by taking advantage of the attitude of the people of the province against the Japanese. First Liberals from British Columbia were heard in the House at Ottawa, then the Conservatives of British Columbia were quick to take advantage of the situation. For years British Columbia has passed anti-Japanese legislation, and as often as such Acts have been passed they have been disallowed at Ottawa. Then, more rapidly since the backward swing of the pendulum from adulation of the Japanese to dislike of them which followed the victorious war with Russia, the attitude of the people of British Columbia, in common with other parts of the North Pacific littoral—an attitude which now finds little reflection in Eastern Canada—has grown, and when the British Columbia Immigration Act, which was aimed against the Japanese, was passed the Ottawa Government was not anxious to be placed in the position of disallowing it.

TO LET

When, however, the Act was passed, and was assented to without delay by the Lieutenant-Governor, the Federal Government instructed lawyers in Victoria and Vancouver to arrange for a test case in the Courts. Two Japanese from Portland were arrested at New Westminster soon after they crossed the United States boundary line, being apprehended at the instance of the officials appointed by the British Columbia Government for the enforcement of the new Act. About the same time some Japanese who arrived from Yokohama by the Japanese steamer *Tosa Maru* were detained at Victoria, and one of them was selected to be taken into Court, the arrangement being made by a barrister appointed by the Dominion Government, who met the steamer in company with the immigration officials. The case of the Japanese arrested at New Westminster was tried before Chief Justice Hunter, who ruled that the new Immigration Act was inoperative concerning Japanese on account of the Treaty with Japan.

TO LET

In his judgment Chief Justice Hunter said: "It is, I understand, admitted that the applicants are subjects of the Emperor of Japan, and they come before the Court to decide on the validity of their detention. So far as I can see, it is not necessary to consider how far this so-called Natal Act is repugnant to the terms of the Canadian Immigration Act. My present opinion is that it is not repugnant to that Act. No section has been pointed out where any positive standard is laid down by the Act as to who shall be allowed in or who kept out. There are only specified classes. Inasmuch as the British North America Act permits the enactment of laws relating to immigration by local Legislatures so long as they are not repugnant to any Act of the Parliament of Canada, I should say that the provisions of this Act, known as the Natal Act, are not repugnant to the provisions of the British North America Act. At any rate, I have come to the conclusion that it is not necessary to consider whether it is ultra vires of the local Legislature. I have only to consider how far the provisions of this Act interfere with or nullify the Act known as the Japanese Treaty Act, which was passed in 1907 by the Parliament of Canada. Now that Act recites the Treaty between the Imperial and the Japanese Governments, and proceeds to enact that the provisions of the Treaty are nullified. . . . The question is, Do the provisions of the British Columbia Act contradict the provisions of the Act known as the Japanese Treaty Act? The British Columbia Act lays down certain conditions with which persons seeking to enter the province must comply. Amongst them is one that they must read or write in any language of Europe, the obligation being set out in certain schedule. Now when we look at the Japanese Treaty Act we find in the broadest way that the subjects of each of the contracting parties has full right to enter, travel, and reside in the country of the other and to have full protection of their property. It is to my mind absolutely impossible to argue that the Canadian Government having this power, the provisions of the Natal Act are not in contradiction of the Treaty Act. It is very clear to me that the Natal Act is inoperative so far as it concerns the subjects of Japan. It is not necessary for me to decide that the Natal Act as a whole is inoperative, but it is inoperative so far as it concerns the subjects of the Emperor of Japan."

TO LET

An appeal was at once taken from the decision, and was heard by a Court of Appeal, consisting of Justices Irving, Morrison, and Clement, which, after hearing the argument of Robert Cassidy, for the province, only gave judgment upholding the decision of the Court of Appeal. It is probable that British Columbia will now carry the case to the Privy Council, if the right of appeal is given. Mr. Cassidy argued that the province had rights given them under the British North America Act to deal with immigration, and that the province was within its rights in passing the Immigration Act in question. He further claimed that the Dominion Government, having no right to make a Treaty with Japan had no right to sanction the Treaty. Judge Clement, in his comments on the case after giving reasons for upholding the decision of Chief Justice Hunter, said: "This matter of Japanese immigration has been dealt with properly—that is to say, constitutionally—by the Parliament of Canada; and I must say that to my mind it smacks strongly of disloyalty to our settled form of government when the authorities of one province undertake to override and render abortive the will of the people of Canada—*ad quorum pars magna venit* constitutionally expressed—in an Act of the Parliament of Canada; and when they ever make bold to forbid the honourable observance of our solemn engagements with a foreign Power."

TO LET

When the British Columbia Legislature resumed its sittings within two hours of the rendering of this decision Mr. Bowser (Attorney-General) and Mr. J. H. Hawthorthwaite (member for Nanaimo), the Socialist leader, both spoke to questions of privilege, protesting against the language used by Judge Clement, and it is proposed to memorialise the Minister of Justice at Ottawa on the subject.

TO LET

Subsequent arrivals of Japanese have not been interfered with by the officials appointed to enforce the British Columbia Immigration Act,

TO LET

but it is announced that the provisions of the Act will be applied to Hindus who are brought into the province. Two hundred and twenty Hindus who arrived by the steamer *Monteagle* from Hongkong are held in quarantine here, the *Monteagle* having been detained owing to a case of smallpox being found amongst her crew. The Hindus, with other steerage passengers, will remain for two weeks in quarantine, and when freed will, if the decision reached by the immigration officials is carried out, be deported. It is unlikely that they will be handed over to the British Columbia Police, for the Dominion Government immigration inspectors state that they will be deported under the regulation added a short time ago to the schedules of the Federal Immigration Act to provide that all immigrants who do not come from their place of birth or citizenship by continuous voyage will be refused permission to land.

TO LET

This regulation was in reality made for the purpose of stopping the ingress of the many Japanese who were flocking to British Columbia from the Hawaiian Islands, where there are over 60,000 Japanese. The order proved effective in this regard, and went further. It stopped the coming of the Panjabis, so many of whom were attracted to British Columbia. There is no direct steamship service from Indian ports, and the Indians have been journeying to Hongkong to join the Canadian Pacific Railway Company's steamers, by which the majority have come. Those who arrived on the *Monteagle* are the first to come, with the exception of seven from Sara by the Australian liner *Admiral*, since the passage of the Order in Council at Ottawa making the new regulation effective. Some Russian labourers who came by a Japanese steamer were also refused landing, owing to their journey from Vladivostok not being continuous. The regulation was not to prevent the landing of these Russians and Hindus, but was only aimed at the Japanese from Hawaii, and its wording was made general with the object of not giving offence to the Japanese Government by legislating solely against the subjects of the Emperor.

TO LET

The whole question of Asiatic immigration as it affects the people of this part of the Pacific Coast is yet in its infancy. It will before long be a serious problem, and one that before many years have elapsed will have a serious effect upon the relationship of the Colonies which are washed by the Pacific to the Motherland and if the Anglo-Japanese Alliance is renewed. There is no doubt that, despite the way in which the political opportunists have seized upon the matter, the sentiment of the West is strongly opposed to the Japanese, and that the reopening of the gates which the province seeks to close by Federal or Imperial pressure will but intensify that attitude.

TO LET

A Commission to investigate the whole question would render a most valuable service, not only to the Empire, but also to the English-speaking world.

TO LET

LADY LAW CLERKS. NOVEL SCENE IN THE COURTS. For the first time in the history of the Law Courts two ladies made their appearance as solicitors' clerks. This strange innovation was witnessed in the Chancery Court, presided over by Mr. Justice Neill, who was called upon to decide a claim to £30,000.

TO LET

At the table provided for these instructing counsel the young ladies were seated. In front of them were large piles of documents, with which they busied themselves. When any particular paper was referred to in the course of the proceedings it was unshared by one of the ladies and passed on to either judge or counsel with an alacrity that astonished those who were interested spectators.

TO LET

Occasionally they made notes of the evidence, passed hints to counsel, and displayed such business aptitude for the work before them as to create a general surprise and wonderment. Both were attired in neat costumes, and wore hats relieved with a little colour.

TO LET

Their employer appeared to leave the arrangements for conducting the case in the control of the two ladies, and in conversation he remarked that they had every phase of it at their fingertips.

TO LET

One, he said, was his managing clerk, and both were entirely trustworthy. He considered they were better than men, as they did not drink, smoke, or bet, and could concentrate their minds more on the business before them.

TO LET

A good example is set by the people who take care of their teeth—and more of them every year use **Calvert's Carbolic Tooth Powder**. Sold by Local Chemists and Grocers. MADE BY F. C. Calvert & Co., Manchester, Eng. 153-1

TO LET

PRIVATE BOARD AND RESIDENCE MRS. GILLANDERS "CLAREMONT," 2 & 4, KENNEDY ROAD. Hongkong, 9th February, 1907. 568

TO LET

STORAGE. FOR COAL, TIMBER, &c. TO BE LET, a Portion of MARINE LOT No. 285 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER. ALSO FOR SALE. Portions of MARINE LOTS Nos. 31 & 32 on PRAYA EAST. Approximate AREA 43,000 SQUARE FT. 399 YEARS' LEASE. For Particulars, apply—**GEO. FENWICK & Co., Ltd.** Hongkong, 8th June, 1906. 184

TO LET

ON SALE. THE FIFTY YEARS ANGLIO-CHINESE CALENDAR. 日曆英中年十五. From 1st JANUARY, 1864 to 31st DECEMBER 1913, BEING FROM THE 1st YEAR OF THE 76th CYCLE TO THE 50th YEAR OF THE 76th CYCLE THAT IS THE 3RD YEAR OF TUNG CHI TO THE 32th YEAR OF KWONG SUI. PRICE \$2 CASH.

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FOR

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SHIPPING.

ARRIVALS.
CATHARINE APOLAR, British str., 1,730, W. D. A. Thomas, 20th April—Calcutta and Straits Strait April, General—David Sassoon & Co., Ltd.
CURONIA, Russian str., 2,843, Brookhausen, 20th April—Mojil 14th April, General—Malabar & Co.
DAKOTAH, British str., 2,540, Ross, 19th April—San Francisco, Kerosine Oil—Standard Oil Co.
EMPIRE, British str., 2,843, P. T. Helms, 20th April—Yokohama via Kobe and Moji 7th April, General—Gibb, Livingston & Co.
KWELIN, British str., 1,940, Harde, 19th April—Shanghai 16th April, General—Butterfield & Swire.
LOYAL, German str., 1,237, Natus, 20th April—Saigon 14th April, Rice—Sander, Winder & Co.
PROMETHEUS, British str., 3,583, G. Moir, 19th April—Shanghai 16th April, General—Butterfield & Swire.
PRONTO, Norwegian str., 962, T. Seeberg, 20th April—Wuhu 15th April, Rice—Augard, Thorsen & Co.
SOSU MARU, Japanese str., 1,119, T. Saruga, 20th April—Shanghai via Poochow, Onaka and Swatow 19th April, General—Anson Shewen Kaisha.
TAISMAN, British str., 1,121, Laing, 19th April—Saigon 14th April, General—Bradley & Co.
TUDOR PRINCE, British str., 2,767, H. N. Mc Dougall, 20th April—Shanghai 16th April, General—Arnold, Karberg & Co.
YOCOW, British str., 19th April—Canton.

DEPARTURES.

19th April.
HAIMUN, British str., for Coast Ports.
TITAN, British str., for Kobe and Vancouver.
 20th April.
CHIYUEN, Chinese str., for Canton.
LOKSAN, British str., for Canton.
TUJEWONG, Dutch str., for Yokohama.

SHIPPING REPORTS.

The British str. *Prometheus* reports: Fresh North Easterly winds, overcast, rain.
 The British str. *Empire* reports: N. W. to N. E. Southerly winds and fine weather prevailed throughout the voyage.
 The British str. *Tai Shan* reports: On April 14th to 17th, light Easterly winds and fine weather; 17th to 19th, strong N. E. winds, cloudy and rainy weather.

VESSELS IN DOCK.

April 18th.
ABERDEEN DOCKS—Neil Melod, *Sorsogon*, Quarantine, H.M.S. *Janus*, *Nanning*, *Standard*, *Chingha*, *Chantabun*, *Wongkoi*.
COSMOPOLITAN DOCKS—

VESSELS ON THE BERTH

THE AMERICAN AND ORIENTAL LINE.
 FOR NEW YORK.
 (With Liberty to Call at the Malabar Coast.)

THE Steamship

"TUDOR PRINCE"
 Capt. Macdougall, will be despatched for the above Port on or about TUESDAY, the 21st April.
 For Freight apply to
ARNHOLD, KARBURG & Co.
 Agents.
 Hongkong, 12th March, 1908. 529
DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND POOCHOW.

THE Company's Steamship
"HAICHING"
 Capt. A. E. Hodgins, will be despatched for the above Ports TO-MORROW, the 22nd inst., at 1 P.M.
 For Freight or Passage, apply to
DOUGLAS, LAPRAK & Co.
 General Managers.
 Hongkong, 20th April, 1908. 737
EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
 (Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE"
 Captain Helms, will be despatched as above on SATURDAY, the 26th April at Noon.
 This well-known Steamer is especially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
 This Steamer is installed throughout with the Electric Light.
 Stewards and a duly qualified Surgeon are carried.
 N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.
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GIBB, LIVINGSTON & Co.
 Agents.
 Hongkong, 31st March, 1908. 639
CHINA COMMERCIAL S.S. CO., LTD.

NOTICE.

FOR SALINA CRUZ, MEXICO.

THE Steamship

"LANDRAT SCHEIFF"
 Captain H. Brandt, will be despatched for the above Ports via MOJIL, JAPAN, on SATURDAY, the 2nd May, at 5 P.M.
 For Freight or Passage, apply to
CHINA COMMERCIAL S.S. CO., LTD.
 Hotel Managers.
 Hongkong, 8th April, 1908. 677

REGULAR STEAMSHIP SERVICE
 WITH LIBERTY TO CALL AT MALABAR COAST.

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.
 S.S. "SIKH" 28th April.
 For Freight and further information, apply to
DODWELL & CO., LTD.
 Agents.
 Hongkong, 3rd April, 1908. 522

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into F. or Sections common to Green Island. Vessels anchoring nearest Kowloon are marked "K," nearest Hongkong "H," midway between Hongkong and Kowloon "M," and those vessels berthed at the Kowloon Wharf "K.W." together with the number denoting the section.

SECTIONS:

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Sika Pier. 3 From Sika Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	DEPT.	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & C. via USUAL PORTS OF CALL.	DEVANHA	Brit. str.	—	T. H. Hide, R.N.R.	P. & O. S. N. Co.	On 2nd May, at Noon.
LONDON, HAMBURG & ANTWERP &c.	DENBIGHSHIRE	Brit. str.	—	Kneivel	SHAWAN TOMES & Co.	About 15th May.
HAYRE, ROTTERDAM & HAMBURG &c.	LIBERIA	Ger. str.	K.W.	K. Webster	HAMBURG-AMERICA LINE	On 25th inst.
HAYRE, LONDON & ANTWERP via SUEZ CANAL	GLORVUBERT	Brit. str.	—	Bahlo	MCGREGOR BROS. & GOW	On 26th inst.
HAYRE & HAMBURG via STRAITS, &c.	SILBERIA	Ger. str.	K.W.	Eckhorn	HAMBURG-AMERICA LINE	On 10th May.
MAHSEILLES, LONDON & ANTWERP via SINGAPORE &c.	SENKAMERIA	Ger. str.	K.W.	W. W. Cooke, R.N.R.	HAMBURG-AMERICA LINE	On 24th May.
MAHSEILLES, &c. via PORTS OF CALL.	PERA	Brit. str.	—	Günepet	P. & O. S. N. Co.	On 24th inst.
MAHSEILLES, LONDON & ANTWERP via SINGAPORE &c.	ARMAND BEHIC	Fr. str.	—	Wm. Bainbridge	MESSAGERIES MARITIMES	On 28th inst., at 1 P.M.
MAHSEILLES, LONDON & ANTWERP via SINGAPORE &c.	INARA MARU	Jap. str.	—	H. Frasser	NIPPON YUSEN KAISHA	On 28th inst., at D'light
MAHSEILLES, LONDON & ANTWERP via SINGAPORE &c.	KAMAKURA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 19th May, at D'light
MAHSEILLES, LONDON & ANTWERP via SINGAPORE &c.	INDIAN	Dan. str.	—	—	MELCHERS & Co.	Beginning of May.
NAPLES, GENOA, ALGER, GIBRALTAR &c.	F. H. LUTFOLD	Ger. str.	—	H. Kitchner	MELCHERS & Co.	To-morrow, at Noon.
ODDESSA	YORON	Rus. str.	—	Macdougall	ARNHOLD, KARBURG & Co.	End of June.
NEW YORK via SUEZ CANAL	TUDOR PRINCE	Am. str.	—	—	SHAWAN TOMES & Co.	About 31st May.
BOSTON & NEW YORK	LOWTHER CASTLE	Am. str.	—	—	DODWELL & CO., LTD.	On 28th inst.
VANCOUVER via SHANGHAI JAPAN, &c.	SUKH	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	To-morrow, at Noon.
VANCOUVER via SHANGHAI JAPAN, &c.	MONTEAGLE	Brit. str.	1 m.	—	NIPPON YUSEN KAISHA	On 7th May, at P.M.
VICTORIA, B.C. & SEATTLE, WASH., &c.	EMPEROR OF JAPAN	Brit. str.	2 m.	—	NIPPON YUSEN KAISHA	On 28th inst., at 4 P.M.
VICTORIA, B.C. & SEATTLE, WASH., &c.	SHINANO MARU	Jap. str.	—	K. Kawara	NIPPON YUSEN KAISHA	On 28th inst., at 4 P.M.
VICTORIA, B.C. & SEATTLE, WASH., &c.	TANGO MARU	Jap. str.	—	F. E. Cope	NIPPON YUSEN KAISHA	On 14th May.
VICTORIA, B.C. & SEATTLE, WASH., &c.	KUMERIC	Am. str.	—	Cowley	SHAWAN TOMES & Co.	Quick despatch.
SAN FRANCISCO via PORTS	CLAN MACMILLAN	Brit. str.	1 m.	D. Mori	TOYO KISEN KAISHA	Quick despatch.
CALLAO and IQUIQUE, via JAPAN PORTS, &c.	KASATO MARU	Jap. str.	—	H. Brandt	CHINA COMMERCIAL S.S. Co.	On 2nd May, at 5 P.M.
SALINA CRUZ, MEXICO via MOJIL & JAPAN	LANDRAT SCHEIFF	Ger. str.	—	G. W. Eidy	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
AUSTRALIAN PORTS via MANILA	CHANGSHA	Ger. str.	1 m.	W. von Senden	MELCHERS & Co.	On 23rd inst., at 5 P.M.
AUSTRALIAN PORTS via PORT DARWIN	PRINZ WALDEMAR	Ger. str.	—	P. T. Helms	GIBB, LIVINGSTON & Co.	On 25th inst., at Noon.
AUSTRALIAN PORTS via MANILA	EMPIRE	Brit. str.	—	N. Mathieson	NIPPON YUSEN KAISHA	On 15th May, at Noon.
YOKOHAMA AND KOBE	PRINZ SIGISMUND	Ger. str.	—	D. Lenz	MELCHERS & Co.	About 1st May.
KOBE	CHINGYU	Brit. str.	1 m.	W. B. Brown	BUTTERFIELD & SWIRE	On 28th inst., at 4 P.M.
NAGASAKI & VLADIVOSTOK	KOWLOON	Ger. str.	K.W.	T. Stehr	HAMBURG-AMERICA LINE	On 23rd inst.
NAGASAKI, MOJIL, KOBE & YOKOHAMA	POONA	Brit. str.	—	A. F. Vine, R.N.R.	P. & O. S. N. Co.	About 26th inst.
SHANGHAI via POOCHOW	TUJEWONG	Dut. str.	—	Jurissac	JAVA-CHINA JAPAN LINE	To-day, at Noon.
SHANGHAI	LOKSAN	Brit. str.	—	—	JARDINE, MATHESON & Co., LD.	To-day, at 4 P.M.
SHANGHAI	YOCOW	Brit. str.	—	—	MELCHERS & Co.	About 22nd inst.
SHANGHAI	P. E. FREDRICH	Ger. str.	—	F. Fuesco	OSAKA SHOKEN KAISHA	On 23rd inst., at 9 A.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	CHOSHUN MARU	Jap. str.	—	H. Debrandt	HAMBURG-AMERICA LINE	On 25th inst.
SHANGHAI via SWATOW, AMOY & POOCHOW	SHANGHAI	Swed. str.	K.W.	Seller	MELCHERS & Co.	On 27th inst., P.M.
SHANGHAI, YOKOHAMA & KOBE	CANTON	Frans. str.	—	C. L. Daniel, R.N.R.	MESSAGERIES MARITIMES	About 30th inst.
SHANGHAI, KOBE & YOKOHAMA	YARBA	Brit. str.	—	Bradley	P. & O. S. N. Co.	On 1st May, at Noon.
SHANGHAI	DELTA	Brit. str.	—	v. Dohren	HAMBURG-AMERICA LINE	On 6th May.
SHANGHAI	KUTSANG	Brit. str.	—	de Brouwers	JAVA-CHINA JAPAN LINE	Quick despatch.
SHANGHAI	SCANDIA	Ger. str.	K.W.	H. A. Harde	BUTTERFIELD & SWIRE	On 23rd inst., at 4 P.M.
SHANGHAI	TUMAH	Dut. str.	—	H. A. Wall	BUTTERFIELD & SWIRE	On 25th inst., at 10 A.M.
SHANGHAI	KWELIN	Brit. str.	1 m.	T. Sakurai	OSAKA SHOKEN KAISHA	To-morrow, at 9 A.M.
SHANGHAI	KUJANG	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SHANGHAI	DAIJIN MARU	Jap. str.	—	—	DOUGLAS LAPRAK & Co.	To-morrow, at 1 P.M.
POOCHOW via SWATOW & AMOY	SOSU MARU	Jap. str.	1 m.	T. Saruga	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SWATOW, WEIHAUW, CHEFOO & TIENTSIN	KUICHOW	Brit. str.	1 m.	A. E. Hodgins	JARDINE, MATHESON & Co., LD.	On 24th inst., at 4 P.M.
SWATOW, AMOY & POOCHOW	HAICHING	Brit. str.	2 h.	A. Somerville	SHAWAN TOMES & Co.	On 25th inst., at Noon.
MANILA	CANTON	Brit. str.	3 m.	—	JARDINE, MATHESON & Co., LD.	On 1st May, at 4 P.M.
MANILA	LOONGSAY	Brit. str.	—	E. Almond	SHAWAN TOMES & Co.	On 2nd May, at Noon.
MANILA	RUSI	Brit. str.	—	T. Meyrick	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
MANILA	YUENSANG	Brit. str.	—	Rodger	JARDINE, MATHESON & Co., LD.	On 5th May, at 3 P.M.
MANILA	ZAFIRO	Brit. str.	1 m.	G. H. Penneser	—	Quick despatch.
CEBU	SUNGIANG	Brit. str.	1 m.	M. B. Lake	—	—
SINGAPORE, PENANG & CALCUTTA	NAMSANG	Brit. str.	—	P. J. van Emmerik	—	—
BATAVIA, CHERIBON, SAMARANG, &c.	THILATAP	Dut. str.	—	—	—	—

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 18 DAYS HONGKONG TO VANCOUVER.

EMPS.	Tons	Leave Hongkong	Arrive Vancouver
"MONTEAGLE"	6,163	WEDNESDAY, 22nd April	16th May
"EMPEROR OF JAPAN"	6,000	THURSDAY, 7th May	25th May
"GLENFARG"	3,700	WEDNESDAY, 20th May	15th June
"EMPEROR OF CHINA"	6,000	THURSDAY, 4th June	22nd June
"LENNOX"	3,700	WEDNESDAY, 17th June	15th July
"EMPEROR OF INDIA"	6,000	THURSDAY, 2nd July	20th July

* S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers.
 * "EMPEROR OF JAPAN" and "EMPEROR OF CHINA" will depart from HONGKONG at 4 P.M.
 S.S. "MONTEAGLE," "LENNOX" and "GLENFARG" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI through the INLAND SEA OF JAPAN, KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPEROR" Steamships, 14,000 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA and 23 days from HONGKONG.

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First Class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.

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SPECIAL RATES (1st class only) granted to Miscellaneous, Members of the Naval Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

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Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon and Electric Light, Perfect Cuisine. SURGION and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	2540	R. W. Almond	Manila	On 25th April, Noon.
ZAFIRO	2540	R. Rodger	Manila	On 2nd May, Noon.

For Freight or Passage apply to
SHEWAN, TOMES & CO.,
 GENERAL MANAGERS.
 Hongkong, 20th April, 1908. 14

HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY
 FOR NEW YORK VIA PORTS AND SUEZ CANAL
 (WITH LIBERTY TO CALL AT THE MALABAR COAST.)

S.S. LOWTHER CASTLE On or about 31st May.
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SHEWAN TOMES & CO.,
 GENERAL AGENTS.
 Hongkong, 9th April, 1908. 15

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA

VIA

MOJIL, KOBE AND YOKOHAMA.

Steamers	Tons	Captain	Sailing Date
* KUMERIC	6,232	Cowley	On 14th May.
* SHAWMUT	9,606	E. V. Roberts	On 30th May.
* TREMONT	9,606	T. W. Garlick	On 19th June.

Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

* The twin-screw S.S. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carrier in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

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GENERAL AGENTS.

Hongkong, 19th March, 1908. 8

EAST ASIATIC CO., LD.

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SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
SHANGHAI, YOKOHAMA & KOBE	"CANTON"	On 25th April.
MAHSEILLES, HAYRE, & COPENHAGEN	"INDIAN"	Reg. of May.

For Further Particulars, apply to

Hongkong, 16th April, 1908. 6

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Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and values of all packages are required.

For further particulars apply to
 F. J. ABBOTT
 Acting Superintendent.
 Hongkong, 20th April, 1908. 1

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